

CHAPTER 9: GIS DECISION SUPPORT TRANSPORTATION SPATIAL ANALYSIS

The Geographic Information Systems (GIS) decision support transportation spatial analysis uses GIS software to map the existing transportation system and spatial analysis to identify transportation modal gaps in the system. Spatial analysis, in reference to transportation planning, is the study of transportation systems in relationship to each other geographically. For this analysis all of the sidewalks and trails were mapped to identify gaps within the system. The primary focus of this analysis is on bicycle and pedestrians movement. It is important to note that transit is available for the entire reservation and is an option for tribal members, but is not part of this analysis. The analysis focused on the three most densely populated areas: Keshena, Middle Village and Neopit. Zoar was added to the analysis because of the bicycle and pedestrian facility need identified in the Menominee Nation Road Safety Audit, 2009. The goal is to increase connectivity and allow Tribal members more than one option to get from one place to another.

KESHENA

Keshena does have an existing sidewalk network in place throughout the community, but there were gaps identified. The following are the recommended connections to make Keshena more bicycle and pedestrian friendly (**Exhibit 9-1**):

- Sidewalk on west side of STH 47/55 to connect the casino to Tribal services off of Wolf River Drive.
- Sidewalk on Wolf River Drive to connect to all Tribal services.
- Sidewalk from STH 47 to Pow Wow Grounds.
- Sidewalks along on Our Children's Road to connect STH 47 to the Transit Center.
- Sidewalks in subdivisions east and west of STH 47/55 to connect them to the rest of the community.
- Bike lane on STH 47/55, Go Around Road, Warrington Road, Chief Carron Road and Our Children's Road to further connect Tribal members.
- Trail connecting Keshena to Shawano.

MIDDLE VILLAGE

Middle Village is primarily comprised of residential dwellings with sidewalks. The following are the recommended connections to make Middle Village more bicycle and pedestrian friendly (**Exhibit 9-2**):

- Connect road and sidewalk of North Elm (N. Anepahtek) to South Elm (S. Anepahtek) to increase connectivity.
- Connect road and sidewalk of North Norway Pine to South Norway Pine to increase connectivity.
- Add sidewalks and bike lane on CTH G from Yellow Birch to STH 47.
- Add sidewalks to White Cedar Road to provide access to the Wolf River C.B.R.F. and the Maehnowesekiyah facility.



North and South Elm

NEOPIT

Neopit is comprised of industrial and residential and is home to Menominee Tribal School and Menominee Middle School. There are a number of sidewalks, but there are some connections missing. The following are the recommended connections to make Neopit more bicycle and pedestrian friendly (**Exhibit 9-3**):

- Add bike lane on STH 47 through Neopit to provide another transportation option.
- Add sidewalk on the north side of STH 47 to provide pedestrians with complete facility.
- Add sidewalk connections in north and south neighborhoods to further connect the community.
- Add a pedestrian crossing beacon to First Avenue and STH 47 intersection and across from the Menominee Middle School to allow students and pedestrians to cross STH 47 safely.

ZOAR

Zoar is a small residential community with no pedestrian facilities. The following are the recommended connections to make Zoar more pedestrian friendly (**Exhibit 9-4**):

- Add sidewalks to connect community.